

# The Hongkong Telegraph.

No. 3524

WEDNESDAY, AUGUST 16, 1893.

SIX DOLLARS  
PER QUARTER.

## Banks.

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL £2,000,000  
CAPITAL CALLED-UP £251,093.15.0

BOARD OF DIRECTORS:  
Wm. Keswick, Esq., Chairman.  
Adolf von Andr. Esq., F. D. Sassoon, Esq.,  
Egbert Iverson, Esq., H. D. Stewart, Esq.,  
David McLean, Esq.

HONGKONG COMMITTEE:  
The Hon. J. J. Kewick, The Hon. C. P. Chater,  
H. Hopkin, Esq.

Head Office—1, Princes Street, London.  
Branches—Bombay, Calcutta, Hongkong, and Shanghai.  
Agents—Penang, Singapore, and Yokohama.

RATES OF INTEREST.  
ALLOWED ON CURRENT ACCOUNTS  
AND FIXED DEPOSITS, can be ascertained  
on application.

CHANTREY INCHBALD,  
Manager.

Hongkong, 10th April, 1893. [187]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,000,000  
SUBSCRIBED £1,185,000

BANKERS:  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT  
ACCOUNTS at the Rate of 2 per cent.  
per annum on the Daily Balance.

ON FIXED DEPOSITS—  
For 12 Months £5 per cent.  
" 6 " " 4 " "  
" 3 " " 3 " "

JOHN THURBURN,  
Manager, Hongkong.

Hongkong, 4th February, 1893. [192]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000  
Subscribed Capital £500,000

HEAD OFFICE—HONGKONG.

Court of Directors:  
Chow Tung Shing, Esq.,  
Chan Kit Shun, Esq.,  
H. Stollenfor, Esq.,  
Chief Manager,  
GEO. W. F. PLAYFAIR.

Branches—London, Yokohama, Shanghai and Amoy.

BANKERS:  
The Commercial Bank of Scotland,  
Parrs Banking Co., and The Alliance Bank (Ld.)

Interest for 12 months Fixed, 5 per Cent.  
" 6 " " 4 " "  
" 3 " " 3 " "

CURRENT ACCOUNTS  
Hongkong, 24th May, 1893. [18]

## Insurances.

THE  
STANDARD  
ENDOWMENT  
ASSURANCE.

1. AMONG THE MANY ADVANTAGES  
OF this form of Assurance, the  
following may be mentioned:—

- (a)—It secures an immediate Provision  
for wife and family or other relatives  
in event of early death.
- (b)—It provides a Fund for Retirement.
- (c)—It supplies an excellent Investment  
for the regular accumulation of  
small fixed sums of money.
- (d)—The Surrender and loan values are  
larger than under ordinary Policies.

2. AFTER THE POLICY HAS BEEN  
THREE YEARS IN FORCE—  
should the Policy-holder wish to dis-  
continue future payments—he will  
be entitled to receive, on application,  
a FREE PAID-UP POLICY for a  
proportionate amount of the Sum  
Assured, as explained in the Pros-  
pectus.

Full particulars on application,  
DODWELL, CARLILL & Co.,  
Agents,  
STANDARD LIFE OFFICE.

Hongkong, 8th August, 1893. [747]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,  
(LIMITED.)

CAPITAL, TAELS 600,000. \$833,333.33.  
EQUAL TO RESERVE FUND \$318,000.00.

BOARD OF DIRECTORS.  
LEE SING, Esq., LO YUEN MOON, Esq.,  
LOU TSO SHUN, Esq.,  
MANAGER—HO AMEL

MARINE RISKS ON GOODS, &c., taken  
at CURRENT RATES to all parts of the  
World.

HEAD OFFICE, 8 & 9, PRAYA WEST,  
Hongkong, 17th December, 1892. [600]

J. W. KEW & CO'S  
STEAM WATER BOATS.

PURE FRESH WATER.

THE attention of SHIPPOWERS, AGENTS and  
CAPTAINS is called to the Superior Quality  
of TITAN FILTERED WATER offered by  
J. W. KEW & Co., also to the advantages  
derived from their being able to supply their  
Water in one-fourth the time occupied by the  
old fashioned and obsolete hand pumps.

No impeding the loading or discharging of  
Cargo.

Quickest despatch with lowest possible rates.  
J. W. KEW & Co.,  
c/o Carmichael & Co., Ltd.,  
Hongkong, 15th June, 1893. [584]

## Intimations.

HONGKONG AND SHANGHAI BANKING  
CORPORATION.

NOTICE is hereby given that the ORDI-  
NARY HALF-YEARLY MEETING of the  
SHAREHOLDERS to this CORPORATION will be  
held at the City Hall, Hongkong, on  
SATURDAY, the 19th day of August, next, at  
12 o'clock Noon, for the purpose of receiving  
the Report of the Court of Directors together  
with a Statement of Accounts to 30th June,  
1893.

By Order of the Court of Directors,  
T. JACKSON,  
Chief Manager.

Hongkong, 28th July, 1893. [346]

HONGKONG AND SHANGHAI BANKING  
CORPORATION.

NOTICE is hereby given that the REGIS-  
TERS OF SHARES of the CORPORATION will be  
CLOSED from SATURDAY, the 5th  
to 19th day of August next, (both days inclusive),  
during which period no TRANSFER OF SHARES  
can be registered.

By Order of the Court of Directors,  
T. JACKSON,  
Chief Manager.

Hongkong, 28th July, 1893. [347]

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEET-  
ING OF SHAREHOLDERS will be held in the  
OFFICES of the COMPANY, No. 14, Praya  
Central, on MONDAY, the 21st August, at 3  
o'clock P.M., for the purpose of receiving the  
Report of the Directors and Statement of  
Accounts to 30th June, 1893.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 7th to the 21st August,  
both days inclusive.

By Order of the Board of Directors,  
D. GILLIES,  
Secretary.

Hongkong, 1st August, 1893. [860]

DAKIN, CRICKSHANK AND COMPANY,  
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY GENERAL  
MEETING OF SHAREHOLDERS in the  
above COMPANY will be held at the HONGKONG  
HOTEL, Victoria, Hongkong, on MONDAY, the  
21st August, at 3.30 P.M., for the purpose of  
presenting the Report of the Directors and  
Statement of Accounts to 31st December last.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 14th to 21st August,  
both days inclusive.

By Order of the Board of Directors,  
FRANK W. WATTS,  
Manager.

Hongkong, 9th August, 1893. [896]

HONGKONG HOTEL COMPANY,  
LIMITED.

NOTICE.

AFTER this date NO FULLY PAID-UP  
SHARES of this Company will be  
TRANSFERRED on which the Calls on the  
NEW SHARES standing in the same Name  
remain unpaid.

By Order,  
R. LYALL,  
Secretary.

Hongkong, 10th April, 1893. [444]

HONGKONG HOTEL COMPANY,  
LIMITED.

SUMMER CHARGES.

JUNE, JULY, AUGUST AND SEPTEMBER

\$75 PER MONTH

for BOARD and LODGING in ROOMS facing  
Pedder Street or to the Eastward.

FURNISHED ROOMS without Board  
\$45 PER MONTH.

Apply to Manager and/or Secretary.

HONGKONG HOTEL.

Hongkong, 19th May, 1893. [537]

THOMAS GRILL ROOMS,  
(Corner of Queen's Road and Duddell Street.)

THE Undersigned has always thought that  
such a place as this was the one thing  
needed to fit in between HOTEL LIFE and the  
PRIVATE BOARDING HOUSE—providing it be  
First-class in every detail. A place where one  
may have his GRILLED CHOP or STEAK  
at any hour of the Day, up to 11 P.M.; or later  
if notice be given. He is also prepared to  
SUPPLY MEALS to PRIVATE PARTIES  
per Menu or Order—the Parties sending  
Dishes, &c., for same—and Cash, scale on  
application.

Monthly Board for One Person—\$35.00  
Tiffin—\$15.00

AMERICAN FROZEN OYSTERS always  
on hand and served to every Style.

Breakfast—\$0.50  
Tiffin—\$0.75  
Dinner—\$1.00

SPECIAL TIFFINS and DINNERS served  
in Excellent Style at short notice.

W. THOMAS,  
Proprietor.

Hongkong, 3rd May, 1893. [528]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED or UN-  
FURNISHED ROOMS, with Board and  
Table Accommodation.

Apply to

Mrs. MATHER,  
2, Pedder's Hill.

Hongkong, 28th February, 1893. [36]

AN APPEAL.

THE SUPERIORITY of the ITALIAN  
CONVENT CAIRE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all  
kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars  
and Cuffs renewed on old ones.

Ladies and Children's Underclothing,  
Children's Dresses, and all kinds of Embroidery,  
Materials can be supplied, if required.

The Superiors will also be most grateful for  
any FANCY or old ENVELOPES to be made into  
Books for the Children of the Poor Schools, who  
are taught by the Sisters.

Hongkong, 17th April, 1893. [403]

## Intimations.

SHOOTING SEASON 1893!

FOWLING PIECES IN CASES WITH IMPLEMENTS.

MARTINI-HENRI MATCH RIFLES, WINCHESTER CARBINES, COLTS

"LIGHTNING" CARBINES, REVOLVERS.

ELEY'S CARTRIDGE CASES.

METAL COVERED, GREEN, BLUE and BROWN.

CARTRIDGES LOADED with (E.C.) or "ALLIANCE" GUNPOWDER.

PIGON, WILKS and LAWRENCE "ALLIANCE" SPORTING POWDER.

NEWCASTLE CHILLED SHOT.

WADS, CAPS, LOADING MACHINES, RE-CAPPERS, CARTRIDGE BELTS AND BAGS

GUN CLEANERS, &c., &c.

LANE CRAWFORD & CO.

Hongkong, 9th August, 1893. [1071]

CENTRAL HOTEL,  
SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the  
centre of the Settlements, has lately undergone extensive alterations, and is now fitted with  
the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites  
and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated  
to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1893.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS—"CENTRAL, SHANGHAI."

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F. E. REILLY,  
PROPRIETOR.

W. POWELL & CO.

HAVE RECEIVED  
A CAPITAL LINE IN

TWINE HAMMOCKS,

SUITABLE FOR DECK OR VERANDAH USE.

W. POWELL & CO.

Hongkong, 8th August, 1893. [6]

KELLY & WALSH, LD.

NOW READY.

PRICE \$2.50.

DOLLARS AND STERLING

EXCHANGE TABLES,

AT DIFFERENT RATES

FROM 2/- TO 3/-

ASCENDING BY ONE SIXTEENTH OF A PENNY.

KELLY & WALSH, LIMITED,  
PUBLISHERS.

Hongkong, 5th August, 1893. [7]

THE  
HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremle"—A. B. C. Code.—TELEPHONE, No. 33.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East,  
affords unequalled accommodation to travellers and others. It is situated in the centre of  
the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf  
(the principal landing stage of the Colony) and in close proximity to the Banks and Shipping  
Offices.

THE HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.  
THE TABLE D'HOÏTE, at separate tables, is supplied with every delicacy, the cuisine being  
under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to  
spacious Verandahs, are lighted by gas and fitted throughout with electric communications.

The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new Bar and public  
BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour  
adjacent to the Hotel, and is under the same Management.

THE WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers  
and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are constantly on duty.

R. TUCKER  
Manager.

Hongkong, 12th February, 1892. [108]

W. BREWER.

NEW STOCK ARTISTS' MATERIALS.

New Stock Ladies' Shoes.

Tennis Bats, Balls, Nets, &c.

Hand-painted Photo Frames.

Photo Albums.

Photo Scenes.

New French Novels.

New Music, 5 pieces for \$1.

Badminton, Shooting, Cricket, Fishing, Tennis,  
Curling and Fencing, Hunting and Driving.

Billiards by Cook.

Essays on Naval Warfare.

Brasserie's Naval Annual.

W. BREWER,  
UNDER HONGKONG HOTEL,  
QUEEN'S ROAD.

Hongkong, 14th July, 1893. [619]

## Intimations.

EDISON'S LATEST IMPROVED LOUD-  
SPEAKING PHONOGRAPH.

UNDER THE PATRONAGE OF  
H.E. SIR WILLIAM ROBINSON, K.C.M.G.,  
AND SUITE.

PROFESSOR SERS, having decided to  
remain a few days longer in Hongkong, is  
prepared to receive orders for private entertain-  
ments at any resident's house, and will also  
show daily in a private room at the Victoria  
Hotel.

Come and hear what is justly called the  
"CORNER OF THE 19TH CENTURY," which  
reproduces the best Songs and Music of the  
most famous Celebrities of the World.  
Prices strictly moderate.  
Hongkong, 14th August, 1893. [912]

THE STEAMSHIP "OORYIA."

TAKE notice that I have received an autho-  
rity, dated the 30th June, 1893, from the  
Board of Trade, London, authorising me to  
change the name of the Steamship "OORYIA,"  
and that from this date the said Steamship will  
be called and known by the name of "KWONG  
HOL."

The Steamship leaves HONGKONG (Jardine's  
Wharf, West Point) for CANTON on SUNDAYS,  
TUESDAYS and THURSDAYS, at 6.30 P.M.; and  
leaves CANTON for HONGKONG on MON-  
DAYS, WEDNESDAYS and FRIDAYS, at 5 P.M.  
The steamer has always Superior Accommoda-  
tion for Passengers.

TSEUNG SZ KAI.

Hongkong, 11th August, 1893. [903]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MER-  
CHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION.

HARTMANN'S GREY PAINT.

DAMLER'S PATENT MOTOR LAUNCHES,  
&c., &c.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK

AT  
REASONABLE PRICES.

Hongkong, 14th July, 1893. [708]

D. R. KNORR'S  
LION BRAND  
ANTI-PYRINE.

(DOSE FOR ADULTS 15 TO 35 GRAINS TROV.)

IS the most approved and most efficacious  
remedy in cases of HEADACHE, MI-  
GRANE, NEURALGIA, RHEUMATISM,  
FEVER, TYPHUS, INFLUENZA, DENGUE,  
ERYSIPELAS, HOOPING COUGH, and  
many other complaints. It is also the very  
best Antiseptic. Highly recommended by the  
Medical Faculty. Ask for DR. KNORR'S  
ANTI-PYRINE! Each Tin bears the inventor's  
signature "Dr. KNORR" in red letters.

"DERMATOL" is the best Vaseline; its  
effect in stimulating the closing up of Wounds,  
is described as amazing.

To be had at every reputed Chemist and  
Druggist.

Supplies constantly on hand at the China  
Export, Import, and Bank Co.—Sole Agents for  
China.

Beware of spurious imitations.

Hongkong, 1st April, 1893. [406]

## Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ARGYLL,"

Captain J. C. Williamson, R.N.R., will be  
despatched for the above Port, or on about  
SUNDAY, the 20th instant, instead of as pre-  
viously advertised.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 11th August, 1893. [581]

"SHELL" LINE OF STEAMERS.

Steamship "TROCAS."

Steamship "SPONDILUS."

Steamship "ELAX."

Steamship "VOLUTE."

Steamship "MUREX."

Steamship "TURBO."

Steamship "CONCH."

Steamship "CLAM."

Steamship "BULLMOUTH."

FOR HAVRE AND LONDON.

Taking Cargo on through Bill of Lading to  
NEW YORK.

THE Next Sailing will be the Steamship  
"SPONDILUS,"  
via SINGAPORE, on or about 21st August.

To be followed by the Steamship  
"ELAX."

For Freight, &c., apply to  
SHEWAN & Co.,  
Agents.

Hongkong, 28th July, 1893. [845]

N.B.—The Steamers of this Line will be  
despatched monthly from Hongkong, and offer  
exceptional advantages to Shippers of perishable  
cargo, owing to an improved method of ventila-  
tion. Copies of reports on out-turn of cargoes  
may be had on application to the Agents.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship

"MONMOUTH SHIRE"

Captain Cumley, will be despatched as above  
on or about SATURDAY, the 20th August.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 28th July, 1893. [704]

## Shipping.

STEAMERS.

FOR SINGAPORE, PENANG



## Intimations.

## VICTORIA DISPENSARY.

## AERATED WATERS.

**WATER.**—The Water used is absolutely pure.

**STEAM PLANT.**—Of the latest and most powerful type.

**SUPERVISION.**—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

**THE PRODUCT.**—Will bear comparison with the Waters made by the most noted makers in England.

DAKIN, CRUICKSHANK & Co., LD.,

VICTORIA DISPENSARY. [35]

A. S. WATSON & CO., LD.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

**OUR NEW FACTORY** has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

## "BOMBAY SODAS."

We continue to supply large bottles as heretofore, *Free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

## COAST PORT ORDERS.

whenever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Emplies when received in good condition.

Counterfoil Order Books supplied free on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SALTZER WATER

LITHIA WATER

SARSAPARILLA WATER

TONIC WATER

LEMON SQUASH

GINGER ALE

RASPBERRYADE

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & Co., LIMITED,

51 The Hongkong Dispensary, Hongkong.

## The Hongkong Telegraph.

HONGKONG, WEDNESDAY, AUGUST 16, 1893.

## A NEW BANK FOR HONGKONG.

For some time past we have been aware that the Yokohama Specie Bank, Limited, had under consideration the advisability of opening branches at Hongkong and other Far Eastern ports outside Japan, and we now learn that this project, which has received the warm approval and cordial support of the Japanese Minister of Finance, will, unless something at present unforeseen intervenes, be carried into effect at no far distant date. The Yokohama Specie Bank opened a branch in Shanghai some months ago and through that medium has acquired a very large commercial connection in North China, and it is doubtless on the strength of the success obtained there that an extension of the Bank's operations to Hongkong, South China, and possibly the Straits Settlements, has been practically decided on. It is, of course, expected that a dearth of money is bound to ensue owing to home investors in the Far East and depositors in the China banks withdrawing their deposits in consequence of the depreciation and uncertain future of silver, which it is contended will naturally make a wide and profitable field for the manipulation of Japanese capital. Whether or not these hopes will be realized remains to be seen; but at all events, it can only be regarded as a satisfactory sign of the times that the progressive merchants and traders of Japan, in addition to successfully competing with us in the shipping trade of this part of the world, have decided to meet us on our own ground as public

bankers. The Yokohama Specie Bank, Limited, was established in 1880; its subscribed capital is \$5,000,000, of which \$4,500,000 have been paid up, and it has a Reserve Fund of \$3,646,000. The headquarters are at Yokohama, and it has branches at Kobe, Shanghai, London, Lyons, New York, San Francisco and Honolulu. Its working so far in all these places is stated to have been most successful, and those who ought to know something about the opportunities in Hongkong, are sanguine of obtaining a fair share of local banking business.

## TELEGRAMS.

## THE BOMBAY RIOTS.

LONDON, August 15th.

The position in Bombay is improving, and things generally have assumed a quieter aspect.

## THE SHERMAN ACT.

The opinion is gaining ground in Washington that an unconditional repeal of the Sherman Act is impossible, and that a compromise is necessary, providing for free coinage at a ratio somewhere about twenty to one.

## LOCAL AND GENERAL.

\*A GREAT deal of local matter, of more or less importance, is unavoidably held over, including our review of the Hongkong Hotel Commission.

THE repairs to H.M.S. *Lander* were completed in the dock at Nagasaki on the 9th inst.

MR. J. Courtney Hison, of Alabama, has been appointed Consul for the United States at Ningpo.

THE American ship *Luzon*, bound from New York to Shanghai, was sighted off Namki on the morning of the 8th inst.

THE Mitsui Bishi Co.'s steamer *Asagao*, according to report in Japan, will shortly be added to the fleet of the Nippon Yusen Kaisha.

MR. Octavius Johnson arrived at Pagoda Anchorage on the 12th inst. to assume the duties of British Vice-Consul at that port.

THE band of the Spanish cruiser *Raina Cristina* will play at the Peak to-morrow, at 8 p.m., in the grounds of the Governor's residence, and on Friday it will play at Causeway Bay during the polo match, commencing at 5 p.m.

THE four-masted ship *Samaritan* grounded on the outer bar, near the Woonung Spit buoy, on the morning of the 9th inst., while attempting to cross. After discharging a portion of her cargo, the vessel was floated during the night of the 10th and berthed at Woonung.

THE big dock built at Fochow—rather at Pagoda Anchorage—is announced to have been completed and ready for use on the 3rd inst. Our Chinese contemporaries are jubilant, as the vessels of the Peiyang Squadron will now be quite independent of the docks at Hongkong and Shanghai.

ONE of the crew of a British steamer anchored in the port was discovered the other day, according to a Japanese contemporary, taking a sketch of the Moji fort, and promptly arrested. It is stated that the steamer has been detained by the Japanese authorities in consequence of this contrivance.

IN the course of the *Tataros* case in the Supreme Court to-day there was a little scene between the Chief Justice and the Chief Blusterer, as to what questions were admissible and what not, which strikingly resembled another dispute between the Q.C. and the magistrate over a similar point in the Police Court recently. But there was a huge difference, too!

MESSRS. BANDINEL & Co. write from New-chung on August 1st:—Immediate prospects of our shipping are gloomy. Estimated stocks of beans in port and up country do not exceed 400,000 piculs. It is probably, therefore, that the bean-cake mills will have to stop work in about ten days as the supplies will be exhausted before the end of the month. Meantime prices are high. We quote, bean-cakes per picul Tls. 5, bean oil per picul Tls. 4.20, beans per picul Tls. 3.95, shore cargo, and Tls. 4.06 river cargo. Reports of the growing crops continue good, and a plentiful harvest is anticipated. First arrivals of new beans may be looked for about 25th September. Arrivals of vessels to date number 187 steam and 13 sail against 186 steam and 19 sail last season. Ships in port:—*Whangpo, Apanado, Yordomo Maru, Fuguro, Felling and Oscarina*.

A PEKING telegram in Shanghai states that, owing to the damage caused by the recent disastrous rain on the capital and its suburbs, an Imperial decree was issued on the 4th instant commanding the Governor of Shantung to make a list of casualties in order that the necessary aid might be granted from the Imperial exchequer. Ten thousand piculs of rice have already been made to distribute to the poor sufferers who are flocking into the capital begging for food. The distress caused by the recent floods seems to be much greater than was at first supposed, 1,400 villages having been destroyed in the Metropolitan Prefecture of Shantung alone. The Governor of Shantung is stated to be helpless with the means furnished in his hands, so that most likely an edict will be asked for commanding the famine lists to be responded once more, although they were stopped, so far as Chihli and Shantung were concerned, only within the last month or so.

DESIRING of knowing how popular opinion runs in Hongkong regarding the great political question of the day, Irish Home Rule, a well-known enthusiast has arranged for a poll to be taken on Friday and Saturday next, very much on the lines, we believe, of the Tory v. Radical ballot of a year ago. Details have not reached us, but we shall not doubt be in a position to tell our readers to-morrow where they can record their votes. The opinions of a majority of Hongkong residents, or of the educated wisdom and influence of all Hongkong for that matter, cannot in the slightest degree affect the settlement of what is one of the most trying social and political problems any British Government has had to face for centuries past, but, *malgré* the vast preponderance of right-minded Conservative officials, "bested" bogus company promoters, seedy bank clerks and shoddy conductors who constitute the vast abolition Society, such opinion will at least be interesting as an indication of the progress of enlightened thought amongst the masses.

THERE have been about 1,100 dog licences issued already, and we believe that in a day or two the police will begin active operations against all the dogs still unlicensed.

A MANILAN named Bengoo stabbed Manuel Antonio, a fellow-countryman, to death at Shanghai last Thursday. He was arrested the same evening and examined by the Spanish Consul the following day.

THE report of Daki, Cruickshank & Co., Ltd., is published in another part of this issue. It will afford interesting reading to those who have carefully noted the run of generally business in this colony for the past two or three years.

How they do it in Japan. For having caused the death of a prisoner whilst under his charge, a Kobe constable has been fined 100 yen; the inspector on duty at the time forfeits a month's pay, and the chief of the station was mulcted one-tenth of his monthly salary.

SHAO Yü-Hen, Governor of Formosa, in accordance with instructions from Peking, has paid to the families of the officers who died last winter fighting against the aborigines, sums ranging from Tls. 150 up to Tls. 500, according to the respective ranks of the deceased.

THE steamer *Kwangchi* arrived at Shanghai on the 9th inst. with the machinery which had been in one of the French Syndicate dredgers recently taken over by the China Merchants' Co. The dredger was towed from Port Arthur to Chefoo and was to be brought to Shanghai by the steamship *Fungshun*.

WE greatly regret to learn that Capt. W. Ward, of the Pacific Mail Co.'s steamship *Peru*, was compelled to stay back in San Francisco this trip owing to illness. The *Peru* was brought over by Capt. D. E. Fiele, for many years well and popularly known on the Company's San Francisco-Panama line.

THE enterprising Nippon Yusen Kaisha have started a line between Yokohama and Manila, via Kobe, Shimoda, Nagasaki, Fochow and Amoy. In this line the Japanese Company's steamship *Hogo Maru*, Capt. E. S. Barstow, was advertised to leave Yokohama for the above-named ports on the 11th inst. Advance Japan.

A RECENT proclamation issued by Tchang Tsao-tai, Director-general of Railways in Formosa, announced that the tariff of fares and freightage on the Formosa railways will be doubled, taking effect from the 12th inst. This increase is necessitated by the heavy cost of construction and the expense of working the line and keeping everything in first-class order.

MR. G. C. FOULKE, an ex-officer in the United States Navy, lately employed as a professor in the Donahoe College, Kyoto, was found dead on the roadside near Miyasobita on the 7th inst. He had started on a pleasure trip up the hill, adjacent to the Feiya Hotel, with his wife and a gentleman friend, and would appear to have succumbed to exhaustion or heat apoplexy.

IT is stated that the glass works and copper mines at Chichow in Anwei which were started a few years ago by a Cantonese named Yang Ming-hai, and were closed in 1891 by order of the Anwei Government, after sinking some tens of thousands of shareholders' money in addition to a considerable amount of Government funds, will be re-opened in the near future under new management.

"*Cherchez la femme*," in China as well as anywhere else. A Shan-kiun fisherman got into a quarrel with some Tai-kokent tinkers about a girl, and was nearly killed by a score of the clan on the 1st inst. He was taken to the hospital in sections and put together again, and to-day he appeared in the police court to prosecute ten of his assailants. Some arrangement, however, had been made out of court, and the case was settled by the parties all finding \$10 security to keep the peace.

THE old-time policy of stupid exclusiveness still sways China's destinies. A new Chinese-owned launch was started the other day to run regularly between Tamsui and Taipei, calling at various towns en route. And the Formosan authorities promptly stepped in and killed the enterprise on the ridiculous ground that these places were not Treaty ports. The Provincial Treasurer of Taipei, who issued the interdiction, said that if a Chinese launch were permitted to run, the same privilege might be claimed for foreign-owned steamers.

AT the Magistrate's today Mr. Wodehouse held an inquest on the body of the man who was roasted to death in a burning house at Aberdeen on Sunday, as reported in these columns. It was found that the deceased had driven every body out of the house and set the place on fire, and that death was caused by burnings. It is now stated that the man was not mad at all, but had been very intimate with the woman of the house (a "grass-widow") and found himself in danger of falling a victim to a fall-blow family feud; and in fact he was a rat in a corner, and died fighting.

BETWEEN two and three o'clock this morning a fire broke out on the first floor of the house No. 337 Queen's Road West. The place was let to a man and woman who only furniture seems to have been in, a table, sofa, and a few chairs, but who happened to be absent when the members of the Fire Brigade arrived on the scene. The configuration was so promptly extinguished that the flames did not reach the upper floor, which was used for tea-drying purposes. The house was insured for \$4,500 in one of Messrs. E. Schellhaus & Co.'s agencies, but the furniture on the floor where the fire originated was not covered by insurance.

REVENING to the fire caused at Aberdeen on Sunday afternoon by a delinquent Chinaman, a correspondent says that Lokong No. 132, who allowed himself to be chased out of the house by the maniac, ought to have used his carbine and thus prevented further trouble. We coincide in this opinion, and cannot but think that the police authorities are greatly to blame for the lax manner in which duty is done whenever an emergency arises. Our correspondent's letter in this respect is too often personally for publication in the *Telegraph*. Capt. Superintendent May is entitled to a fair trial before being abused wholesale owing to defects in the police system, for which he cannot fairly be held responsible.

GRANT heavens, what next? A Yokohama contemporary states that the Macao Government has ordered from the Osaka Arsenal cannon to the value of some \$12,000. Will the Holy City authorities do with these terrible engines of destruction in the event of their ever reaching Macao? We know, but really this report is so absurd on the face of it, that it cannot possibly be true. Any single piece of useful modern ordnance would cost far more than \$12,000, and besides Macao is in no need of fortifications, as Portugal's tenure of the historical old city could never be upheld by force of arms. Macao is sadly in want of implements of peace, not instruments of war—a useful dredger to clean out the harbour, not an occasional cannon to rust in one of those obsolete forts which are such interesting studies to the antiquarian visitor.

AT a special Justices' meeting at the Magistracy yesterday, the "Criterion" licence, which has been in the hands of the registrar since the departure of the last holder, Fuchs, some three months ago, was transferred to William Young without opposition.

THE Canadian Pacific Railway Co. has lately issued instructions that American currency of all descriptions, including silver, be accepted at par over its entire system. Needless to say, "American currency" does not include the Merry Mexican.

THE Victory will be cleared for action to-night shortly after 9 p.m.—not in Trafalgar Bay but at the Theatre Royal, City Hall, where a full house will enjoy the capital entertainment arranged in the grand old cause of Charity by Mr. South, R.N., and his energetic co-workers. We shall be there.

A SMALL fight occurred among some rival coolie boarding-house runners who scrambled on board the steamship *Peru* immediately on her arrival yesterday. The Ming Li Chien representative was somewhat damaged by Mr. Cheung Cho, who was consequently ordered by Mr. Wodehouse at the Magistracy to-day to pay \$10 compensation and find \$10 security for three months, or go to goal for six weeks.

THE Chinese steamship *Fungshun*, which arrived here yesterday from Tientsin and Chefoo, appears to have experienced the same heavy weather that the *Choyang* reported in last night's *Telegraph*. The former vessel left Chefoo on the 11th inst. and was encountered from south-east which gradually increased in force, accompanied by a rapidly rising sea and a falling barometer, which registered 29.6. On the 11th the wind increased to hurricane force from the south-east, with heavy rain, so Captain Watts put back and anchored off Napier Island until the next day, when the weather moderated and it was considered safe to proceed.

THE Sanitary Board will meet on Thursday next, August 17th, at 4.15 p.m. Agenda.—1. Mortality returns for the weeks ended the 5th and 12th August, 1893. 2. Surveyor's report on the Harbour, dated 1st August. 3. Report of the 11th and 12th. 4. Report of the 11th and 12th. 5. Letter from Director of Public Works forwarding a plan showing proposed house for the overreer in charge of cattle, pig and sheep depots and slaughter-houses. 6. Letter from Director of Public Works concerning reception lairs for cattle imported into the colony.

AT Shanghai on the night of the 9th inst. four newsmen belonging to the Norddeutscher Lloyd steamship *Odenburg* went on a drunk in Hongkong, got into a row with the Chinese coolies whose faces they refused to pay, and eventually one of them drew a knife and stabbed a coolie three times in the back. The wounded man was taken on board the *Odenburg*, where his wounds were dressed. Luckily they were not of a dangerous character. The following day the police went on board the German mail steamer to arrest the men, but the Captain declined to hand them over without orders from the German Consul, and complained that the police had taken possession of his ship. The German Vice-consul, Mr. Ziwald, afterwards boarded the steamer, accompanied by the police and two of the Chinese coolies, and the man who actually used the knife was identified and will be tried in due course. But the question which arises in view of the *Frauston* outrage a few months ago, being followed by this latest specimen of German brutality, is whether the time has not arrived when Hongkong, Shanghai and all other ports in the Far East should be quietly handed over to Germans to be governed by German methods!

## SUPREME COURT.

## IN ORIGINAL JURISDICTION.

(Before Chief Justice Fielding Clarke.)

August 16th.

## THE "TATARTOS" CASE.

THE hearing of the charges made by the Crown against the German steamship *Tataros*, on set issues fixed by his lordship in chambers last week, was begun to-day at 10 a.m. The Hon. W. M. G. C. Master, acting Crown Solicitor, appeared for the Crown, and Mr. J. J. Francis, Q.C., instructed by Mr. E. C. Ellis (Mr. V. H. Deacon's office) appeared for the owners of the steamer.

The following were called to serve on the special jury of seven:—Jacob Silas Moses, Robert Kenway Leigh, William Danby, Thomas Isaac Rose, David Gillies, James Billington, Comptrol, Alfred George Morris, Moses Solomon, Silas Sarsoun, Nathaniel Joseph Ede, Edward William Mitchell. Mr. Danby was excused on the ground that another member of his firm (Mr. Leigh) was already taken; Mr. Gillies was also excused for a similar reason; Mr. Rose being in the same office; and Mr. Morris was asked to stand aside on the ground of possible bias in the case.

After the chosen seven had been sworn, Mr. Morris stated that it was entirely wrong to suppose that he had any interest one way or the other. The Attorney-General then stated the case at great length, referring to the history of the coolie slave trade and the various measures enacted against it, and finally the Chinese Emigration Consolidation Ordinance of 1889. The *Tataros* arrived here from Saigon on the 15th July. On the 25th June she had been chartered by Mr. Benavides for a Brazilian firm, presumably for the fact of smuggling to a moral certainty for the Macao-Brazil coolie trade, at \$3,000 a month, which was more than she could possibly earn in a legitimate manner. There were other very suspicious features about the charter-party, which would be fully shown in the course of the trial. There was a penalty of \$10,000 if the vessel's departure from Macao for Brazil was delayed more than 15 days from the date of the charter. The ballast tanks were to be filled with fresh water instead of salt; and in many other ways the charter showed conclusively that the ship was destined for the Macao-Brazil coolie trade, and for nothing else. That was clearly contrary to the provisions of the Ordinance, as the steamer had not got a licence under the Chinese Passenger Ordinance. In addition to this, there was the evidence of the ship's own condition; she had taken on board a large number of coolie passengers—huge rice-pots, weighing half a ton each, for instance; and many other unmistakable indications. The Ordinance provided that any vessel in Hongkong waters found fitted or in process of being fitted for carrying coolies without a licence might be confiscated.

Fluoreno Francisco Remedios, clerk in the Colonial Secretary's office, in charge of all licences, said he was quite certain that the *Tataros* had not been granted a licence under the Emigration Ordinance. Cross-examined.—The steamer *Independent* got a licence on the 4th May 1893; an ordinary

Chinese passenger licence, to carry coolies from here to Port Louis, Mauritius. All the licences known to witness were for shipment from Hongkong.

His lordship:—There is no licence issued here to carry from another port; there is a licence to fit out.

Witness did not know of licences to fit out—not in the Secretariat. In 1891 the *Independent* had got a licence, on Nov. 31st, to carry coolies from Hongkong to Mauritius, and another on the 12th May, for Singapore; no other. The *Amigo* in 1891 got a licence on the 18th April, an ordinary licence; no other. In 1890, the *Amigo* had got no licence. All licences issued by the Governor must pass through the hands of witness.

Re-examined.—All the licences for emigration he had seen were to go to British colonies.

Frederick Bretling, captain of the *Tataros*, said his vessel arrived in Hongkong on the 15th July, from Saigon, with rice and passengers. After discharging cargo, the emigration officer called the attention of witness to some rice-bollers and planks, which he had not seen before. He afterwards saw the "booby-hatches" fitted up by the police. There were frames, and planks and bars, but the latter were not cut to fit anything—they were too long.

Mr. Francis:—Of course, the Attorney-General is beginning at the wrong end of the case!

The Attorney-General:—I think I know my own business, and I am not in the habit of being addressed in this manner.

His lordship:—Don't let us have any unseemly digression, please!

In reply to further questions put by the Attorney-General, the witness described the large rice-pots which were found on board; the harbour, holding licences similar to that held by the *Tataros*, carried similar rice-bollers. The *Tataros* had a licence (similar to the one produced, issued under the Merchant Shipping Ordinance "for foreign trade") allowing her to carry 342 coolies. There were six rice-pots altogether, about a ft. 6 in. in diameter, and there were steam pipes, which might or might not be to connect with the boilers to cook the rice. Witness did not know. He also saw some iron bolts, with screws on each end. So nothing else.

The Attorney-General wished to press his questions as to whether the witness saw several specific things—bolts, ladders, books, etc.

Mr. Francis objected. The witness was called by the Crown, and could not be asked such questions; he could be asked what he saw, but must not be pressed or asked leading questions. He could not be asked about books, for instance, until the Court had some knowledge of the books; if he remembered without being pressed, well and good, but he could not be pressed.

His lordship thought the question might be reasonably necessary. Mr. Francis:—Yes, it might if evidence had been first given of these particular things by the officers who found them. If the case had been conducted in a rational way, but to commence with Captain Bretling, without having any evidence of what the officers found on arresting the ship, I submit is wholly irregular.

His lordship suggested that the Crown might recall the witness after other evidence; or the Court might put any questions to him.

At the request of the Attorney-General, his lordship asked the witness whether he had seen any big ladders on the ship.

Mr. Francis:—What knowledge has the Court to enable it to ask that?

His lordship:—I have been asked by the Attorney-General to put the question and I think it is reasonable enough.

Mr. Francis:—I object, on the ground that the Court has no judicial knowledge whatever of any ladders in this case. His lordship:—That is exactly why I put the question. I wish to know!

Mr. Francis:—There is a legitimate way of doing it; but this is not legitimate.

His lordship:—I propose to put the question, Mr. Francis; I have noted your objection.

Witness, then stated that he had seen eight spare passenger ladders on board, which he described.

The Attorney-General:—Well, you see, you said you could not remember anything more than what you first said, but now you remember the ladders. Can you remember anything else?

Witness:—Well, if you will give the thing a name I might remember whether I saw it or not.

The Attorney-General:—That is just what Mr. Francis objects to. (Laughter.) Witness then stated that he signed a charter with Guallo Benavides at Macao on the 10th June, for the Company's Metropolitan, Rio Janeiro, Brazil. The price was \$3,000 a month, charterers to supply coal and coolie-passengers' food. Witness did not know of any coolies to be taken by the *Tataros* to Singapore when she was arrested on the point of sailing; he believed she might be sent to Bangkok, and then to Macao. He was to receive orders at Singapore. He made a detailed statement to Mr. Master, solicitor; but that was because he was taken unawares, in a most unfair way; he thought he was in the office of Mr. Deacon, solicitor for the owners, and was telling him.

Mr. Francis:—I think he is fairly entitled to complain. He was involved in making a statement he would not have made if he had known where he was.

His lordship thought the Crown ought not to use the statement. Witness, continuing, said the steamer was sub-chartered to the Nam Wo Hong for the voyage to Singapore. The Nam Wo Hong looked after everything, and supplied supercargoes. There would be about 2,000 tons of cargo on board; the ship would hold 3,000 tons. None of the ship's officers had anything whatever to do with the cargo, its shipping or stowage. Witness had never seen any Harbour Office men inspecting his ship as former voyages when he had coolies. The Government survey was made by Mr. Dixon. If bound to Singapore, the ship's passenger accommodation was inspected. Usually Mr. Jones (boarding officer) and the doctor came on board. The ship herself had not been in any way cut or altered to fit the new timber put on board. The police were at work about two days putting up the so-called fittings, which were taken down afterwards, and put up again to-day.

Mr. Francis:—Then I hope that the jury will not be allowed to see them!

Witness said that he had often had coolie passengers—100, or 150, or 200, and might have had them at the last moment on this trip. He had no special certificate for passengers, and no objection had ever reached him. Witness had authority from the owners to make or decline a charter-party; or the agents (Stimson & Co.) could do so. He did not know why she was chartered to Singapore, but he was told that perhaps he might there get orders to go to Bangkok. He had not seen Benavides since signing the contract in Macao.

Re-examined.—Witness understood that under his ordinary certificate for the *Tataros* he could carry 392 passengers, Chinese or otherwise; he did not know any difference between a Chinese passenger ship and any other; he did not think of getting any other licence as well.

The Attorney-General read parts of the *Tataros* certificate, which he said referred to carrying coolies between Hongkong and Swatow.

Mr. Francis:—My learned friend has forgotten altogether what are the provisions of the Ordinance! It is intended to cover voyages of Chinese emigrants over seven days; Singapore, Swatow and the other places mentioned are under, and no licence from the Governor is required. The ordinary certificate is enough.

The Attorney-General:—My learned friend, who is so very fond of correcting me, will find that he is wrong about Singapore being less than seven days, if he will take the trouble to look at the Ordinance, and he will also discover that a licence from the Governor is required to take Chinese passengers there.

Witness further stated that he had taken coolies to Singapore without any licence from the Governor in addition to his ship's certificate; he might have had papers from the Emigration Office. He did not know who looked after the cargo for the Nam Wo Hong; the ship had no manifest. Witness went to Macao with Benavides to sign the contract, on Mr. Hopplius' direction; witness did not know why. Benavides went in the same steamer. The contract was signed in a Macao lawyer's office, and then brought back to Hongkong next day.

B. Murray Ramsey, harbour master, said:—I am an emigration officer for Hongkong. I produce a specimen passenger certificate, under the Merchant Shipping Consolidation Ordinance. A ship going to Singapore could not by that take more than 20 coolies; for more, a special licence from the Governor must be got, if the voyage is more than seven days. Singapore is more; Saigon is less. On the morning of Sunday, July 23, I went on board the *Tataros*, which had cleared for Singapore, and so then could not take any passengers or anything not mentioned in the clearance. In the cabin there was no mention of passengers. In one of the holds I saw six or seven hundred bricks, in No. 1 compartment, and a quantity of lime, red earth for mortar, and other things.

At 1 p.m. the Court adjourned until 4 p.m. Captain Ramsey, continuing, said he also saw the rice-bollers, which were not such as he had seen on steamers before.

Cross-examined.—He did not know any reason why the *Tataros* should not be allowed to have a certificate for carrying coolies during long voyages; if application had been duly made. After getting the certificate, the ship would also have to get a certificate from the witness, as emigration officer, reporting that she was properly fitted, equipped, and manned for such service.

His lordship, referring to the Ordinance, found that a "Chinese passenger ship" there meant "any ship leaving any port of Hongkong, or any British ship leaving any port in China, with more than



He found a great deal of material and gear, apparently for fitting up so as to accommodate coolies. On Tuesday (15th) he made a detailed inspection, taking all day; cleared out the after-hold, and took an inventory of everything noticeable. (Full details given.)

Cross-examined:—Your information as to the *Taihar* being fitted up for coolies, was that formal official information, or conversational?—It was official information that was given to me. But was it official or conversational? Was it in the course of ordinary casual conversation?—No, it was not ordinary conversation.

Was it told you as if for the purpose of giving information to lead to proceedings?—

His lordship:—The question may arise whether in any event the Government had reasonable cause for taking steps in the matter, and your question is one which the witness is privileged not to answer, if he will.

The Attorney-General pointed out that the information given when the warrant was obtained would supply all that parties could require. His lordship quoted the Ordinance, to the effect that "if no reasonable cause of action appear in the proceedings, the judge shall have power to order the ship's release." He thought the information supplied to Government officers was privileged.

Mr. Francis:—Not unless the Secretary of State or some one in high authority declares it to be practically a State secret. (To the witness) who gave the information to the Government on which the warrant was issued?

The witness said he did not feel bound to answer.

The Attorney-General said that surely the question could not be pressed.

Mr. Francis:—I think the Government must be very much ashamed of its action, and afraid of being incriminated, as I expect it will be. His lordship:—Well, you cannot be the witness who gave the information, but I think you can ask if he did it.

Mr. Francis:—He has said he did not. His lordship:—Then how is he to know who did?

Mr. Francis:—He may have been present. Witness:—No, I was not; I have heard who gave the information, but I have no knowledge except hearsay.

In course of further cross-examination, witness said it was hardly possible to believe that the *Taihar* was on a bona fide voyage to Singapore, with cargo for Singapore and nothing else; the manner in which the timber and other things were stowed proved plainly that cargo were to get to work in a few hours; otherwise, the ship would not have been safe at sea, stowed like that. He had not heard of cargo being stowed into a ship anyhow, to be properly stowed after getting to sea.

Shortly before 5 p.m. the case was adjourned until to-morrow at 11 a.m.

## IN SUMMARY JURISDICTION.

(Before Mr. E. J. Acrey, Putney Judge.)

## GORDON VERSUS KWONG TUNG CHONG.

In this suit, which has been before the court for several days, and in which plaintiff claimed damages for defective contract work, his lordship found for the plaintiff, and after considering all the items in detail, awarded him \$768 and costs.

## FIRE ON THE STEAMSHIP "NAMO."—

The Douglas Co's steamship *Namo* arrived this morning from Foochow, Amoy, and Swatow, and Captain Harris reports as follows:—

Yesterday (Tuesday, August 16th) about 5.40 a.m., the chief engineer, Mr. McIntosh, reported the appearance of smoke issuing from the shaft tunnel. Accordingly the tarpaulins were taken off the after hatch, and it was then found that there must be a fire in the after hold, as a dense volume of smoke at once shot up, as high as the mainmast, and for a few minutes no man could come near. As quickly as possible the hatch was battened down again, and the steam pipe supplying the after wheel was disconnected and turned into the hold, in hope of smothering it. Of course, nobody knew at what moment the flames might burst out and envelop the whole vessel. Her position was then about 14 miles out from Swatow, which port was reached about seven o'clock. So dangerous was the state of affairs considered to be that, as a precaution, the stock of gunpowder carried among the ship's stores was hoisted up on deck, ready to be thrown into the sea at a moment's notice, if the flames should suddenly seize the whole ship.

The *Namo* managed, however, to reach her berth in Swatow without any of the fire showing itself, and after anchoring, an hour's work was sufficient to completely extinguish the last spark. It was then found that only a very small quantity of cargo had been damaged by fire, in fact, only the small things, such as the engine, and most of all, the water pumped in after reaching Swatow, had damaged a good deal more, though not really to a very serious extent, all things considered. The ship herself was not injured at all. It was found that the fire must have originated inside the contents of a case of Chinese umbrellas shipped at Foochow; this box had been put in the fore part of the after-hold, and had been practically subject to inspection all the way down to Amoy, as there was nothing on top of it, and it was more burnt inside than out, which seems to indicate spontaneous combustion.

It is worthy of note that the British gunboat *Dolphin* was at anchor in Swatow when the *Namo* steamed up flying the signal "Fire among cargo in hold." The signal was kept flying all the time the crew were fighting the flames, and a squad of blue-jackets was expected from the warship, lest the cable should break away; but her gallant commander apparently said to himself: "Don't care if it forty fathoms, or another *Namo* piracy; that ship is always boiling!" Anyhow no help came, and by about half past eight all was over.

## DAKIN, CRUCKSHANK AND COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the second ordinary General meeting to be held at the Hongkong Hotel, on Monday, 21st August, 1893, at 3.30 p.m.

The Directors of Dakin, Cruckshank & Co., Limited, have pleasure in submitting to the shareholders a statement of accounts for the year ending 31st December 1892.

The amalgamation of Dakin Brothers (China), Limited, and Cruckshank & Co., Limited, was practically carried into effect on July 1st, 1892, and the result of the working for the six months, after allowing for normal expenses and for bad and doubtful debts, is a net profit of \$3,666.04.

By the terms of the amalgamation, the two concerns were taken over from the dates of their last published balance sheets, viz., Dakin Brothers (China), Limited, from December 31st, 1892, and Cruckshank & Co., Limited, from 31st February, 1893; all arrangements, however, could not be completed for the present Company to commence business until July 1st, 1893, as mentioned above. The accounts of the old Companies on that date show a debit as appears in the annexed statement.

The losses for the period in Pedder's statement in February last and that for the stock in Queen's Road, expired at the end of the present month.

The present monthly expenses compared with those of the two concerns conducted separately show a reduction of about \$1,800 a month.

## DIRECTORS.

Mr. Geo. Fenwick retires by rotation, but offers himself for re-election.

## AUDITOR.

The accounts presented have been audited by Mr. Fullerton Henderson who offers himself for the current year.

W. W. RAY, Chairman.

## BALANCE SHEET TO 31ST DECEMBER, 1892.

To Capital—50,000 shares of \$50 each \$3,000,000. Of which there have been issued 28,500 shares fully paid up \$1,425,000.

Amount due to Bankers 26,585.27  
Sundry Creditors 27,066.63  
Bills Payable 6,287.54

By Cash in hand \$550.10  
Stock in Trade 124,990.89  
Sundry Debtors 54,515.00

Dakin Bros. of Chi., Limited, (in liquidation) Cash & Furniture in London 1,161.48  
Preliminary liquidating expenses 2,744.32  
Fire Insurance and Licences expired 164.70

Profit and loss account—  
Amount at debit of Dakin Bros. of China, Limited, at date of amalgamation \$7,707.00  
Amount at debit of Cruckshank and Co., at date of amalgamation 7,017.88

Loss by sale of launch 1,203.00  
Bad debts written off 935.41  
Rent of premises not occupied 2,975.70

Less, net profit since date of amalgamation \$3,666.04

PROFIT AND LOSS ACCOUNT FOR SIX MONTHS TO 31ST DECEMBER, 1893.

To Rents, Salaries, Wages, Interest and Sundry Trade Charges 21,878.19  
Balance Profit to Balance Sheet 3,666.04

By Gross Profits 25,544.23

JOHN D. HUTCHISON, Directors.  
W. W. RAY, FRANK W. WATTS, Manager.

I have examined the foregoing accounts with the Books of the Company and find the same to be correct.

F. HENDERSON, Auditor.

Hongkong, July, 12th 1893.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

DOGS, GOATS, AND OTHER THINGS.

DEAR SIR,—We as residents of a British Colony and living at Pedder's Hill could be glad if you would inform us through your columns, who is the owner of the numerous mangy and evil smelling dogs that congregate around the entrance to Pedder's Hill and block the way. These brutes are a nuisance to any one coming in and should not be so friends or a stranger accidentally fall over, trip against or otherwise disturb the peace of mind of one of the aforementioned cars, would there not be a terrible risk of Hydrophobia? I think that you as one of the leading papers of the Colony should call the attention of the Inspector of Nuisances to these mangy curs and have the poor ill-fated looking brutes put out of a miserable existence.

There is also another matter for which we should like to call your attention to, and that is a brown goat that is always roaming round the vicinity of Pedder's Hill. That the attention of the society for the prevention of Cruelty to Animals should be called to the sad case of this poor goat is perfectly evident. This goat is of the female sex, and the poor thing appears never to get milked and its udder looks ready to burst, impeding its movements and appearing to give it excessive pain and annoyance. Apologizing for taking up so much of your valuable space we enclose our cards and thank you in anticipation for the insertion of this letter.

We are,

Yours, etc.,

"HUMANITARIANS."

Hongkong, 12th August, 1893.

(The above "affiliation" was accompanied by the visiting cards of four persons who, the Editor states, are "residents of British Colony and living at Pedder's Hill." We publish it verbatim in all its nakedness, and in every respect the production is worthy of its authors. We regret our inability to favor these kind-hearted "Humanitarians" with the information they seek; the "numerous mangy and evil-smelling dogs that congregate around the entrance to Pedder's Hill and block the way" have never come under our observation, although during the past four years we have passed in and out of the compound in question many thousands of times. The Editor of this journal owes a very handsome and high-bred black retriever which for some weeks past has been suffering from mange—unfortunately a very common complaint amongst sporting dogs at this time of year—and there is no doubt he occasionally may be found "congregating" around the entrance to Pedder's Hill, but he has a perfect right to be there, he is anything but evil-smelling, being washed at least once every day, and nobody but a drunken callow who was unkind to see his way could possibly fall over or trip against him, and in such case hydrophobia, were such a thing possible, would serve him right. The only "mangy curs" we have seen on Pedder's Hill during over a dozen years' residence in that fashionable quarter are the four self-declared "Humanitarians" who so politely "affiliated" at the top of the page, for the above threat of "barbarous, low, cowardly, insubstantial, and grammatical insouciance," the goat referred to is our famous O.G., one of the most popular features in the "Brightest Colony." Wilhelmina, we are bound to confess, is "of the female species," and if the opinion of one of the best V.S. in the colony is to be relied on, she is in the enjoyment of perfect health. If you are not misled as a general rule, and female only under certain conditions. We have given these mangy humanitarians a good deal of

valuable space, and if they are not quite satisfied, it is not a very far cry from No. 2 Pedder's Hill to the Office of this journal.—Ed. *Hongkong Telegraph*.)

## MORPHINE VERSUS OPTUM.

THE "TELEGRAPH'S" INVESTIGATIONS.

During the visit of the *Hongkong Telegraph's* representative to the morphine injection shop at No. 2, East Street (as recorded in the first article of this series), a coolie presented himself for operation; and after his dose had been carefully measured out and administered to him by the manager, he was subjected to the further operation of a newspaper.

It was a specimen of a healthy and well-nourished coolie of medium height, muscular and broad-shouldered, with the usual rather dull expression.

In reply to a string of questions, he said:—I am a carrying-coolie, 22 years old. I work pretty regularly, carrying rice and all sorts of things. I get pay like others. I used to spend nearly half my pay on opium, smoking "dross."

The rest of my earnings kept me in food and necessities. I was not sick, either on account of opium or from any other cause. I could do my work all right, and take my meals. I wanted to save the opium money, so I came to this place to be cured. I was told I could be cured here. I knew several men who have been cured. They were quite completely cured.

They used to smoke opium, and they took morphine injections, less and less, and now they take nothing, neither opium nor morphine. I did not try to give up opium before, as I always wanted it. I have been coming here nearly a month now. At first my dose of morphine was over half a syringe-full, but now I only take three "points" of the syringe, and expect to finish in a day or two. I never feel a desire for more. It makes me feel quite satisfied and happy. If I did not have it I would want opium. I never have any inclination for opium now. (Marks shown, on both upper arms.)

I come every morning to give up opium. The effect of the injection is pleasant all over, like sleeping, but yet I am as wide awake as before. I do not mean it causes sleepiness at all, but I mean the sensation is something like sleeping—that is the nearest description I can give. It comes on at once, and lasts a long time, say an hour or two. After that I do not have any bad feeling, nor headache, nor sickness of any sort, nor want opium nor more injections. I just feel all right, and that is all.

In our next article we hope to be able to give all the available statistics on the morphine trade in Hongkong, together with such information as may be forthcoming as to the Government's position in regard to the question.

SWATOW NOTES.

(FROM OUR CORRESPONDENT.)

Swatow, 15th August, 1893.

The shipping community of Swatow were rather surprised at 7.30 o'clock this morning to see the Douglas Co's steamer *Namo* steaming up the harbour with a signal flying indicating that her cargo was on fire. I boarded the staunch old packet as soon as she got to her buoy and my inquiries as to the trouble on board were received with the courtesy to be expected from Capt. Harris and his officers. The fire, it appears, originated in the after-hold, and was no doubt caused by spontaneous combustion, generated by a lot of Chinese umbrellas. At one time the outbreak looked very serious, but energetic measures were promptly taken by Capt. Harris and Mr. W. F. Macdonald, the chief engineer, who were ably assisted by the other officers of the steamer, and although the fire signal was kept hoisted for an hour after the *Namo's* own resources proved quite sufficient to wipe out all danger, so that no assistance from the shore was needed or from H.M.S. *Dolphin*, now in port. The tea in the *Namo's* fore-hold is probably damaged, but to what extent will not be known until she arrives in Hongkong. That the steamer has sustained no damage is evident from the fact that she proceeded to your port this afternoon.

The British ship *William Cowi*, which arrived here on the 5th inst. with over thirty thousand cases of kerosene oil from New York, had a pretty rough experience on the passage. She is a large modern ship, built of steel, and made the voyage entirely without mishap. During some bad weather she got on her beam ends, and had a narrow escape of getting her masts having failed, she was compelled as a last resource to jettison over three thousand cases of kerosene. The ship left her yesterday morning for Amoy, with the balance of her cargo. To these advanced days of scientific navigation and seamanship the number of casualties on board a modern sailing ship almost equals the wholesale slaughter of the innocents we are getting so used to in the floating monsters of the Royal Navy.

The weather continues bright and hot in Swatow, although residents at "the Island" are enjoying delightfully cool nights. Your editorial of the 10th inst. has been freely discussed here, and its principles have been given great satisfaction. The *Hongkong Telegraph* has never been more appreciated in Swatow than at the present time. We are all "full up" of the "Princely House" and its business methods.

NEWS BY THE AMERICAN MAIL.

The following telegrams from our San Francisco exchanges were crowded out of last night's issue:—

PARIS, July 15th.

The facts will come out to-morrow concerning the greatest private scandal Paris has known in recent years. The *Revue des Deux Mondes*, the literary, literary and scientific weekly, has absconded after paying out to blackmailers in the last three years the enormous sum of 16,500,000 francs.

Bolox left his desk three weeks ago for a holiday in the suburbs. Letters from him were received daily at his office and his home. A few days ago a note which he had made for 100,000 francs came into the possession of his wife. She made inquiries, and finally went to his holiday address. Her husband had not been there.

An investigation was pushed and it brought out amazing disclosures. It was found that the editor of the greatest literary periodical in France had been regularly blackmailed for a long time by three women court courtesans to his publication. He was black not by the women themselves, but by certain of their masculine friends, who were high in the society in which Bolox and his wife had long been in the foremost place. They led the literary, literary and scientific weekly, the French capital. They presided over what was at that time the most brilliant social event in its own house, and that most exorbitant demands were made upon Bolox.

The last sum which was drawn from him and which needless to say caused his flight is said to be no less than 600,000 francs. The amount of the shortage in the *Revue des Deux Mondes*, which has a general policy, and female only under certain conditions. We have given these mangy humanitarians a good deal of

The matter has been placed in the hands of the police to-day. It is not known where he has gone, and the three blackmailers have also disappeared.

NEW YORK, July 15th.

The first blow at Tammany domination was struck at a meeting of the citizens of the Democratic Seventh Assembly district last night when the permanent organization of a new political party was effected.

July 16th.

The *Harold's* correspondent at Valparaiso cables: News from Rio Grande do Sul shows that Admiral Wandenkolk, who has been threatening the town, is in a dangerous situation. The cruiser *República*, which was ordered to protect that port, reached the bar outside the harbour, and it is believed that Wandenkolk's ship *Yupiler* and gunboat *Comandante*, which joined him, are hemmed in where it will be difficult for them to escape.

Owing to the fact that the Government is making such unusual efforts to suppress the news, it is difficult to get at the exact situation. It is known, however, that General Solgado and General Saravia, with 3000 revolutionists, are expected to reach Rio Grande do Sul to-night, and will join the small force of insurgents which arrived in the city a few days ago. General Solgado and Saravia were expected to arrive at Rio Grande do Sul about the same time that Admiral Wandenkolk reached the harbour in the *Yupiler*, and the appearance of the troops gave rise to the impression that their forces were all massed and ready for battle.

Swollen streams have delayed the arrival of the main body, but when the commanders reach there they may be able to capture the town and relieve Admiral Wandenkolk of his embarrassment by giving shelter to him and his force on land should he decide that he cannot fight the cruiser *República*. President Peixoto has ordered the warship *Bolívia* and two gunboats to Salto. This move was probably caused by the reports that Uruguay is aiding the revolutionists.

From Rivera the *Harold's* correspondent telegraphs that many of the Castillistas are deserting and joining the revolutionists, but fighting around Santa Anna has resulted unfavourably to the rebels.

General Tavora is again threatening Bosc. There will be rejoicing on board the United States steamer *Alert* when the orders issued by the Secretary of the Navy to-day reach that vessel. The *Alert* is now at Chempulco, Corea. Orders were issued to-day directing her to proceed to San Francisco so as to arrive not later than September 30th. In ordering the *Alert* home Secretary Herbert is carrying out the policy outlined some weeks ago in conducting her to all vessels on the Asiatic station at the Mare Island Navy Yard, thus avoiding the expense involved by such work at a foreign station.

Upon her arrival at San Francisco her officers will be detached and the men discharged. She will go out of commission, pending a general overhaul to her machinery. Being an iron ship her hull is in good condition barring a foul bottom. When refitted the *Alert* will probably be assigned to the Pacific station and one of the new gunboats ordered to China in her place.

The *Harold's* correspondent at Valparaiso cables:—Patrick Egan, ex-Minister to Chile, sailed for home last evening.

Bob Fitzsimmons said to-night that he is in receipt of a letter from Dominick O'Malley of the Columbian Athletic Club offering him a \$17,000 purse if he would fight for Choyanki, the California light-heavy-weight, at catch weights in the Columbian arena. When asked if he would accept the offer, he replied, "I will never go out of my class again to meet Choyanki. If I ever make up my mind to go, I will fight the middle-weight limit it will be to tackle Jim Corbett for the championship of the world."

BERLIN, July 15th.

The *Vossische Zeitung* says that the only practicable way out of the Samoan complications is to be found in annexation by one of the great powers and the removal of the native King and dignitaries. England is suggested as the annexing power.

LONDON, July 16th.

The American champion swimmer, McCook, defeated easily the ex-champion English swimmer, Flannery, at Blackpool. The match was for £1000 a side. McCook was challenged by the English swimmer, Nuttall, to race a mile for £1000 a side.

NEW YORK, July 16th.

Edward Hall, one of George Dixon's backers, said last night that he would back Peter Jackson against Jim Corbett for \$10,000 a side.

REAR-ADMIRAL EARLE ENGLISH, retired, died here to-day, aged 66 years. He was married to a daughter of Admiral in 1884, at which time he resigned the position of Chief of the Bureau of Equipment and Recruiting, which he held for six years, and took command of the European station.

ST. PETERSBURG, July 16th.

The Jews of Yalta, on the Crimea, refused to obey a decree to return to their homes for several days. The clergy exhorted the population to leave the town. Last week an anti-Jewish mob took possession of the streets, broke into the houses occupied by Jews and tried to drive the occupants from the town. The Jews fought back. Dozens were dragged into the streets and beaten and many were killed. Houses owned by the Jews were plundered and wrecked. Troops were called to restore order. None of the rioters were killed and but a few were injured.

BORROW, July 16th.

"She's all that could be desired, and fits the Suno!" remarked Captain Ed Shearlock after the initial trial of the *Pilgrim* Club defender was over this afternoon. The *Pilgrim* carried her sails well and took the sea easily, riding like a bird and cutting her way along in a majestic stride. She proved close-winded when headed into the wind, and when head seas were encountered mastered them with all the gallantry imaginable. The trial was in every way a success, and Mr. Stewart declared to-night that he had nothing to fear when the hour for the test of strength came.

CHICAGO, July 16th.

John Griffin to-day deposited with the Columbian Athletic Club \$1000 forfeit to meet any feather-weight in the world. Solly Smith preferred for \$1500 a side and any reasonable purse. He emphasized his statement by saying he would accept Dixon's offer to weigh in at 120 pounds.

HALFAN (N. S.), July 16th.

The French warship *Albatros* arrived here to-day. Lillors La Blancher's flagstaff flew the tricolor over the British ensign in honour of her arrival, but as soon as this came to the notice of the *Demolition* man-of-war, Admiral Knowlton promptly rowed ashore and ordered the tricolor to be lowered and the British ensign to be hoisted.

PARIS, July 16th.

Le Provost De Launay will interpellate the Government this week as to the French naturalization in view of the statements in the *Times* concerning French politics and the public.

Mme. Bolox has obtained a divorce from Charles Bolox, the former editor of *Revue des Deux Mondes*.

VALPARAISO, July 16th.

Admiral Wandenkolk is a prisoner and now on the way to Rio Janeiro under a heavy guard.

The cruiser *República* gave chase to the *Yupiler* outside the bar and came up with her this morning. Admiral Wandenkolk tried to disembark, but was prevented by a heavy fog. Shots were fired on the *Yupiler*, from which a white flag was soon hoisted. The captain of the *República* demanded an unconditional surrender of the *Yupiler*, officers and crew. Admiral Wandenkolk was forced to surrender, and the troops on board and twenty-seven sailors of the gunboat *Comandante* were all made prisoners.

The Admiral was only recently formally declared to be a traitor, and now that he has fallen into the clutches of the Government he will, no doubt, be executed without much ceremony. The news of the capture of Admiral Wandenkolk reached here this afternoon in a telegram from Valparaiso.

It was surprising because the news was received last night by the Brazilian Legation in Montevideo and from the *Harold's* correspondent in Antioquia that the Admiral, with the steamer *Yupiler*, had eluded the Brazilian warship *República* outside the bar at the mouth of Lake Dos Patos, below Rio Grande do Sul. It was believed that he had cleverly avoided capture.

NEW YORK, July 17th.

The famous three-year-old racehorse Meddler, the \$75,000 flyer, was the star of a splendid group of thoroughbreds which arrived on the Wall Street track here to-day. Meddler was tipped to win the last Derby until the death of his late owner, Squire Abingdon, when the entry was cancelled. He is as docile and as playful as a pet dog.

He is a bright bay, without a mark save a white star on his forehead. Meddler is by St. Gallen, who ran a sensational dead heat with Harvester for the Derby of 1884. His dam is Eurybody, the Oaks' winner.

John J. McDonald and Frank J. Egan fought their first hard gloves to-day. Meddler was a vacant lot in Eleventh avenue, in the presence of 500 persons. McDonald died from his injuries soon after he was admitted to Roosevelt Hospital.

McDonald had been on a spree for two weeks, but Egan was strong and in good condition and weighed thirty pounds more than his opponent. The two men quarrelled and, securing boxing gloves, proceeded to settle their difficulties. McDonald was knocked out by a blow on the jaw which killed him. Egan escaped.

NEWARK, (N. J.), July 17th.

Austin Gibbons of Paterson, who claims to be American's lightweight champion, essayed to-night to knock out "Bull" McCarthy of Philadelphia in four rounds, but McCarthy made those four rounds so hot that the match was declared a draw. Australian Billy Moreby, ex-champion feather-weight of the world, and Edward Listman, champion of New York, also fought four vicious rounds without result.

LONDON, July 18th.

The fire in the warehouse district, between Leadenhall street and Bevis Marks and Cannon street, burned over an area of 1500 yards. Thirty buildings, occupied by over twenty-five firms dealing in stationery, clothing, tea, wines, furniture, imported goods, etc., were totally burned. The night watchmen and families in many of them barely escaped with their lives. The loss is £1,500,000.

In the Commons to-day Mr. Gladstone, replying to questions, denied that there was artificial restriction of the cologne of silver in India. The Australian system, he said, was analogous to the new Indian system of cologne. The quantity of silver coined in India was not regulated by the convenience of the Government, but by the wants of the country.

WASHINGTON, July 18th.

The report of the Naval Board on the recent trip of the ship *Bancroft* shows that the vessel met every requirement satisfactorily.

ROME, July 18th.

A tornado swept down suddenly on Voghera and Casteggio and hundreds of buildings were wrecked. In one section of Voghera hardly a house was left standing. Not a structure in either town is left intact.

Hundreds of persons were injured. The number of dead is not known, as the bodies are buried in the ruins. Only seven bodies have been recovered.

The militia has been called out to help the work of rescue. The ambulance corps has been sent from here and the near-by cities.

Voghera is a manufacturing city with 10,000 inhabitants and Casteggio has 5,000 inhabitants.

BERLIN, July 18th.

Prince Max of Saxony, who created a sensation a few days ago by suddenly leaving the army has retired to a monastery at Elbstadt. The Prince is 23 years of age.

VIENNA, July 18th.

A dispatch from Czernowitz, the capital of Bukovina, states that a band of brigands raided the village of Lipkay, in the Czernowitz district, last night. The villagers fired into the brigands, killing five and wounding several of them. A desperate fight ensued. The brigands, who were better armed, finally put the villagers to flight. The



But people are often considered as good as dead for a much more intelligible reason. Mr. William Goble, of 104, Albion Street, Southwick, near Brighton, was recently placed on that list by his friends. In his case the danger was not from powder or sharp steel, but from something that hurries more folk out of the world than they do. His story is this: Looking at his long, one day in the spring of 1891, he found it coated like a piece of brown leather. Of itself this might not have worried him, but other signs and portents went with it. His appetite failed, and what little he did eat seemed to cause great pain in his chest and sides. Now, good food never acts that way when a man is in proper condition. Quite the contrary. What was the matter, I should like to know.

Writing about it under date of Nov. 29th, 1891, Mr. Goble said: "I couldn't imagine what had come over me. Nothing like it had ever happened to me before. I had always been strong and healthy. But now I had a foul taste in the mouth, and wind appeared to roll all over inside my body. I had a choking sensation in my throat, and sometimes my heart would beat so fast and so hard that it frightened me. After a while I got so weak I had to give up my work. I was almost too weak to walk, and when out walking I would get short of breath. Gradually I became weaker and weaker, and lost all my flesh. I could just crawl about, and that was all. My cheeks were sunken, and I had such a pale, ghastly look that my friends said I was in a decline and would never be better."

"A doctor in Southwick said I was suffering from dyspepsia, but after he had treated me for nine months I was worse than ever. At this time, our old man, Rev. Mr. Heywood, recommended me to the Brighton Hospital, where I was under treatment for one year. Several of the doctors sounded my lungs and seemed puzzled by my complaint, and changed my medicine so often that I wondered if they would ever find the right remedy. At the end of the year I stopped going to the hospital, and began to take cod liver oil, but it did no good, and I made up my mind that I was indeed doomed to death and nothing could prevent it."

"Still I am alive and well to-day, and I'll tell you why in a few words. In April, 1893, I met with one of my old friends, Mr. Goble, who told me of his own illness, and of the great benefit he had received from Mother Selig's Curative Syrup. I got a bottle, and by the time I had finished it my food agreed with me and I felt a little stronger. Four more bottles completed the cure, and I have since enjoyed as good health as I ever did in my life. I am a gardener, and have been in the employ of General Turnbull, The Hornet, Southwick, for ten years. I will gladly answer inquiries."—(Signed) WILLIAM GOBLE.

The Southwick doctor's diagnosis was right: Mr. Goble's disease was indigestion and dyspepsia, some of the symptoms of which he names in his statement. His plain testimony will serve to strengthen, if necessary, the popular confidence in Mother Selig's Syrup as a cure for this prevailing and perplexing malady. The Southwick gardener lost two years' time by not knowing what to do. But he is easily better than a dead man now, and will, we trust, live long to give others the benefit of his knowledge.—Advt.

### Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOCHOW.

THE Company's Steamship

"NAMO," Captain Harris, will be despatched for the above Ports on FRIDAY, the 18th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARLAIR & Co., General Managers.

Hongkong, 16th August, 1893. [915]

### Intimations.

CAPTAIN CH. ROBINSON, COAL CONTRACTOR, COMRADORE AND STEVEDORE.

SHIPS VISITING MANILA SUPPLIED WITH PROVISIONS, DUNNAGE, &c.

WATER AND BALLAST BOATS.

Manila, 13th March, 1893. [338]

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a BITUMINOUS COAL

of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ship's Owners and Captains, who coal their bunkers direct from the Undersigned:—

FRESHNESS of the coal.

UNIFORMITY of quality.

FREEDOM from impurities.

Supply in any quantity on shortest notice.

Quick despatch.

BEST of weight, etc., etc.

MITSU BUSSAN KAISHA, Sole Agents.

Hongkong, 6th September, 1892. [890]

HONGKONG TIMBER YARD, WANCHAI.

REGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY. [728]

**Ten Pounds IN Two Weeks Think of it!**

As a Health Producer there can be no question but that

**SCOTT'S EMULSION**

OF PURE COD LIVER OIL AND HYPOPHOSPHITES OF Lime and Soda

is without a rival. Many have gained a pound a day by the use of it. It cures CONSUMPTION, BRONCHITIS, COUGHS & COLDS, & ALL FORMS OF ASTHMA, and is especially valuable in cases of RHEUMATISM, GOUT, and GRAVEL.

Do not be deceived by cheap imitations. Buy only the genuine article, sold by all Chemists.

SCOTT & BOWNE LIMITED, 47 MARK LANE, LONDON, E.C.

Sole Agents for Hongkong and China: Messrs. A. S. WATSON & Co. (Limited), Hongkong, 10th December, 1892.

**Intimations.**

**CARMICHAEL & Co., LD.**

**RAIN COATS & UMBRELLAS.**

TENNIS SHOES, BROWN CANVAS SHOES, SEA BOOTS in all Sizes.

W. D. & H. O. WILLIS CAPTAIN, THREE CASTLE, VIRGINIA MIXTURE, TOBACCO AND CIGARETTES.

NEGRO-HEAD TOBACCO.

**CARMICHAEL & Co., LTD.**

15, PRAYA CENTRAL, HONGKONG.

Hongkong, 11th July, 1893. [53]

**Notices of Firms.**

**A. E. SKEELS & Co.,**

Telegraphic Address "SOBRINOS," Hongkong. (A.B.C. Code 4th Edition.)

**AUCTIONEERS, VALUERS & GENERAL MERCHANTS.**

No. 17, PRAYA CENTRAL, Under Messrs. Douglas Larlaik & Co.'s Office.

Messrs. A. E. SKEELS & Co. undertake Sales Privately, or by Auction, of any class of Goods or Property. Prompt Settlements Guaranteed. Immediate Cash advances on Goods for Auction.

Cargoes received for Storage, Insurance effected.

Hongkong, 28th April, 1893. [170]

**Auctions.**

**AUCTION SALE OF HOUSEHOLD FURNITURE & EFFECTS.** (Removed from East Point for Convenience of Sale.)

at the AUCTION MART, 17, PRAYA CENTRAL, TO-MORROW (THURSDAY), August 17th, 1893, AT 2 1/2 P.M.

Comprising:—

DAMASK COVERED DRAWING-ROOM SUITE, TAPESTRY-COVERED SUITE, DINING-ROOM and BED-ROOM FURNITURE, COOKING STOVE, KEROSENE STOVE, DINNER SET, CUTLERY, GLASSWARE, PICTURES, ORNAMENTS, CARPETS, RUGS, and a quantity of PLANTS.

Also for Sundry Accounts—

A quantity of NEW and SECOND-HAND FURNITURE and HOUSEHOLD REQUISITES.

On view on Thursday A.M. A. E. SKEELS & Co., Auctioneers & Valuers. Repository Sale Rooms, 17, PRAYA CENTRAL. Hongkong, 14th August, 1893. [910]

**PUBLIC AUCTION OF MARINBURK-MADE AND OTHER VALUABLE FURNITURE, &c.**

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, ON SATURDAY, the 19th August, 1893, commencing at 2 1/2 P.M., at his SALE ROOMS, DUNDALL STREET, (for Sundry Accounts.)

A QUANTITY OF MARINBURK AND OTHER WELL-MADE FURNITURE.

Comprising:—

DRAWING-ROOM SUITE, UPHOLSTERED IN OLD GOLD and OLIVE SILK TAPESTRY and PLUSH, BLACK and GOLD OVERMANTLES, PLUSH FRAMED MIRRORS with BEVELED GLASS, MARBLE-TOP SQUARE TABLES, MUSIC STANDS, PICTURES, ORNAMENTS, CURTAINS, &c.

ONE HARMONIUM, ONE PIANO.

EXTENSION DINING TABLE & CHAIRS, SIDEBOARD with GLASS BACK, Very Handsome PLATE, CUPBOARD, DINNER and DESERT SERVICES, ELECTRO-PLATED and GLASS-WARE, CUTLERY, &c.

AMERICAN-MADE ROSEWOOD BEDSTEAD with SPRING and HAIR MATTRESSES, IRON and BRASS MOUNTED BEDSTEADS with MATTRESSES COMPLETE, DOUBLE & SINGLE WARDROBES with GLASS DOORS, MARBLE-TOP WARDROBES, DRESSING TABLES, BED-ROOM COUCHES, BATH-ROOM REQUISITES, RICKSHA, MILNER'S PATENT SAFE, &c.

ONE SAFETY BICYCLE with CUSHION TYRES, almost New.

ONE MIDDLEMISS CAMERA, 10 by 12, complete with LEATHER CARRYING CASE and LENS.

Catalogues issued prior to Sale. On view from Friday, the 18th inst.

TERMS OF SALE.—At customary.

GEORGE P. LAMBERT, Auctioneer.

Hongkong, 14th August, 1893. [913]

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**CAPTAIN CH. ROBINSON, COAL CONTRACTOR, COMRADORE AND STEVEDORE.**

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WATER AND BALLAST BOATS.

Manila, 13th March, 1893. [338]

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ship's Owners and Captains, who coal their bunkers direct from the Undersigned:—

FRESHNESS of the coal.

UNIFORMITY of quality.

FREEDOM from impurities.

Supply in any quantity on shortest notice.

Quick despatch.

BEST of weight, etc., etc.

MITSU BUSSAN KAISHA, Sole Agents.

Hongkong, 6th September, 1892. [890]

**HONGKONG TIMBER YARD, WANCHAI.**

REGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY. [728]

**To be Let.**

**TO LET.**

**DWELLING HOUSES:—**

"BURNBRAE," Generally "THE WILDERNESS," Cause Road, "NORMAN COTTAGE," Robinson Road.

No. 4, RIFON TERRACE—Benham Road.

Nos. 7, 8 and 9, CHANCERY LANE, FLOORS in Blue Buildings.

FLOORS in Elgin Street, Peel Street and St. James Street.

FLOORS in No. 4, Shelley Street.

Nos. 5 & 14, KNUITSFORD TERRACE, Kowloon.

Nos. 11 and 12, COOMBE ROYAL—Magazine Gap—Furnished.

**OFFICES:—**

FIRST and SECOND FLOOR, No. 4, Queen's Road Central, over the Bank of China, Japan and Straits, Limited.

PRAYA CENTRAL, over Messrs. Douglas Larlaik & Co.

No. 7, PRAYA CENTRAL, over New Central Bank.

**GODOWNS BLUE BUILDINGS.**

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 15th August, 1893. [162]

**TO LET.**

**No. 2, SEYMOUR TERRACE.**

THIRD FLOOR in No. 6, Queen's Road, ROOMS in College Chambers.

No. 4, OLD BAILEY STREET.

OFFICES in Victoria Buildings.

DAVID BASSON, SONS & Co. Hongkong, 23rd June, 1893. [161]

**Hotels.**

**FUJIYA HOTEL,** MIYANOSHITA, HAKONE.

Four and a half hours from Yokohama.

**FIRST-CLASS ACCOMMODATION.**

**NATURAL HOT SPRINGS.**

**THE ELECTRIC LIGHT IN ALL THE BUILDINGS.**

**TWO NEW ENGLISH BILLIARD TABLES.**

**EXCELLENT CUISINE.**

S. N. YAMAGUCHI, Proprietor.

**TAKARADZUKA HOTEL.**

ONE HOUR AND A HALF FROM KOBE, via NISHINOMIYA.

**EXCELLENT CUISINE AND CELLAR.**

**LOVELY SCENERY AND COOL NIGHTS.**

**THE IRON MINERAL BATHS** and **WATERS** are highly recommended by the Medical Faculty for Gout, Rheumatism, Chlorosis, Eczema and other affections.

For terms and particulars, apply to Miss A. HUGHES, Managers.

[49]

**KAIKATEI HOTEL,** KAWAKI-DANI, HAKONE, JAPAN.

SEVEN hundred feet above Miyanosaki, picturesquely situated on the Hakone hills, enjoying a Cool Breeze throughout the Summer months, and commanding the Finest Scenery in the district.

Excellent Accommodation for VISITORS, including private suites of rooms, HOT MINERAL BATHS and WATERS (highly recommended by the Medical Faculty), a First-class CUISINE, good attendance, Wines and Spirits of the best quality, &c., &c.

Charges strictly moderate.

Y. HOSHINO, Proprietor.

[891]

**HAUENSTEIN'S HOTEL,** AMOY.

**THIS First-class FAMILY HOTEL** is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors.

An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.

Terms Moderate.

R. HELLWIG, Proprietor.

Amoy, 1st September, 1892. [58]

**THE SHAMBEEN HOTEL.**

**BRITISH CONCESSION, CANTON.**

**THIS FIRST CLASS HOTEL**, admirably situated within a few minutes walk of the River Steam Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Room, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in expert hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A WELL APPOINTED BILLIARD-ROOM.

JOHN C. FOSTER, Manager.

Hongkong, 1st September, 1892. [57]

**PEAK HOTEL.**

**OPEN ALL THE YEAR ROUND.**

**THIS commodious and well appointed HOTEL**, situated at a height of 1,550 feet above sea-level, having been leased by the Proprietors of the "VICTORIA HOTEL," is now open and will be run in conjunction with that HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

**SUMMER RATES.**

One person, per day, including breakfast, 4.00

One person, per week, including breakfast, 25.00

One person, one month, including breakfast, 75.00

Married couple (occupying one room) per day, 7.00

Married couple (occupying one room) per week, 45.00

Married couple (occupying one room) per month, 120.00

For full particulars apply to VICTORIA HOTEL, Hongkong, 11th April, 1893. [907]

**THE WESTERN HOTEL,** QUEEN'S ROAD WEST.

**OLD "BEN" PRESIDES.**

**A QUIET AND COMFORTABLE HOME FOR MEN OF THE MERCANTILE MARINE.**

The very best LIQUORS and ACCOMMODATION.

They come as Strangers but leave as Friends.

BEN. FRANKLIN TAYLOR, Proprietor.

Hongkong, 28th March, 1893. [389]

**CHS. J. GAUPP & CO.,** CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches, awarded the highest Prize at every Exhibition, and for Valguth and Son's CELEBRATED OPTICAL GLASSES, MARINE GLASSES and SPYGLASSES.

No. 8, Queen's Road Central. [94]

**Mails.**

**CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.**

1893.



1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA .....6,000 Tons.....WEDNESDAY, 6th September.

EMPRESS OF JAPAN .....6,000 " .....WEDNESDAY, 4th October.

EMPRESS OF CHINA .....6,000 " .....WEDNESDAY, 1st November.

**THE STEAMERS** of this Line pass through the famous INLAND SEA of JAPAN, and Call at VICTORIA, B.C., to Land and Embark Passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers Booked to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers choice of Atlantic Line.

RETURN TICKETS.—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.

SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleep, and Dining Cars are comfortably heated by Steam during the Winter Season.

EXCURSIONS TO JAPAN.—During the Summer months, Sea Trips can be made from Hongkong to Kobe and back occupying 13 to 14 days only. Return Fare, \$75.

For further information as to Passage and Freight, apply to D. E. BROWN, General Agent. [3]

Hongkong, 16th August, 1893.

**U. S. MAIL LINE.**

**PACIFIC MAIL STEAMSHIP COMPANY.**

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILING FROM HONGKONG.

Peru (via Nagasaki, Kobe, Inland Sea and Yokohama) ..... Saturday, 26th August.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea and Yokohama) ..... Thursday, 14th Sept.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama) ..... Thursday, 5th Oct.

THE U. S. Mail Steamship "PERU" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 26th Aug., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, AND DENVER AND RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rates.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 9th August, 1893. [1]

**NOTICE.**

**JEVE'S SANITARY COMPOUNDS COMPANY, LIMITED.**

**JEVE'S WOOD PRESERVER OF ANTISEPTIC PAINT.**

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir Robert Rawlinson, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says: "It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 16th June, 1893.

**SIEN TING,** SURGEON DENTIST, No. 19, PAGUILAR STREET. TERMS VERY MODERATE. Consultation free.

Hongkong, 29th September, 1892. [376]

**DENTISTRY.**

**FIRST CLASS WORKMANSHIP MODERATE FEES.**

M. R. WONG TAI-YONG, Surgeon Dentist, (Formerly assisted Apprentice, and lately assistant to Dr. Thomas), HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel).

CONSULTATION FREE.

Hongkong, 29th July, 1893. [34]

**G. FALCONER & CO.,** WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS and BOOKS.

No. 48, Queen's Road Central. [69]

**LEVY HERMANOS.**

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS. Sole Agents for PATHE FRERES & Co. Geneva. A great variety in Fancy Goods and Optical Instruments.

10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

Printed and Published by ROBERT FRASER, SMITH, No. 6, Pedder's Hill, in the City of Victoria, Hongkong.

**Mails.**

**NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.**

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria ..... Tuesday ..... August 29th.

Tacoma ..... Thursday ..... Sept. 28th.

Mogul ..... Thursday ..... October 10th.

Victoria ..... Thursday ..... November 9th.

Tacoma ..... Tuesday ..... December 12th.

Mogul ..... Tuesday ..... Jan. 2nd, '94.

**THE Steamship "VICTORIA."**

Captain J. Panton, R.N.R., sailing at Noon, on TUESDAY, the 29th August, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canada and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 10th August, 1893. [14]

**For Sale.**

**THEY LEAD THEM ALL.**

**CALIFORNIA WINES.**

from the well-known Vineyards of Messrs. KOHLER and VAN BERGEN, San Francisco, and JULIAN P. SMITH (Olivina) Livermore, California.

Guaranteed to be Pure and Undiluted.

Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.

Prices forwarded on application to MACONDRAY BROTHERS & LOCKARD, Commission Merchants, No. 30, Water Street, Yokohama.

Yokohama, 12th August, 1892. [26]

**"AQUARIUS."**

**"THE TABLE WATER OF THE EAST."**

Per 1 dozen quarts, \$1.75, less allowance on empties returned to our Godowns, \$0.50. Net price, \$1.25.

Per 1 dozen pints, \$1.00, less allowance on empties returned to our Godowns, \$0.25. Net price, \$0.75.

CALDBECK, MACGREGOR & Co. Sole Agents.

13, Queen's Road, Hongkong, 28th August, 1893. [885]

**CHAMPAGNE "PIPER-HEIDSIECK,"** ANCIENNE MAISON HEIDSIECK.

FOUNDEE EN 1785.

KUNKELMANN & Co., SUCCESSORS, REIMS.

\$31 per 1 dozen quarts.

\$33 per 1 dozen pints.

CALDBECK, MACGREGOR & Co., Sole Agents, Hongkong and China.

Hongkong, 28th July, 1893. [832]

**THE TYPHOON SEASON.**

Every Commander and Officer on board ship should possess a copy of

**"THE LAW OF STORMS IN THE EASTERN SEAS,"** (by W. Dobrich, Director of the Hongkong Observatory).

THIS work, written for every navigator in the Far East has been re-written and greatly enlarged, and is illustrated by lithographs showing the courses of the typhoons of late years.

It is issued at Fifty Cents for the first and One Dollar for the second edition, and may be obtained from

Messrs. Kelly & Walsh, Limited, Hongkong.

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"G. Falconer & Co."

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The Hongkong Trading Co.

Messrs. N. Moyle & Co., Ltd., Amoy.

Mr. H. W. Churchhill, Fochow.

Messrs. Kelly & Walsh, Limited, Shanghai.

Messrs. Kelly & Walsh, Limited, Yokohama.

Messrs. Kelly & Walsh, Limited, Singapore.

Messrs. Amédée Prince & Co., Paris & London.

or the "HONGKONG TELEGRAPH" OFFICE, Pedder's Hill.

Hongkong, 10th August, 1893.

**"THE TYPHOONS OF THE EASTERN SEAS."**

A REVIEW, by THE LATE MAJOR-GENERAL PALMER, R.E.

PRICE .....THIRTY CENTS.

ONLY a few Copies left, to be obtained at the Office of "THE HONGKONG TELEGRAPH," Pedder's Hill.

Hongkong, 10th August, 1893.

**G. FALCONER & CO.,** WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS and BOOKS.

No. 48, Queen's Road Central. [69]

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JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS. Sole Agents for PATHE FRERES & Co. Geneva. A great variety in Fancy Goods and Optical Instruments.

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